



LA 1 Toll Road Status Report

May 18, 2010

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Golden Meadow

2 8.3 mi.

Leeville

1B 4.4 mi.

1A 6.8 mi.

Port Fourchon

Proposed LA 1

Existing LA 1

Grand Isle

Project Photos



Typical Advance Signage



Electronic Tolling System Gantry



New LA 1 High Level Crossing at Bayou Lafourche



Southbound on LA 1 Toll Road



Phase 1A – View from Existing LA 1



Phase 1A – View from New Bridge Deck



Construction on Phase 1A





Kiosk Location Map



Getting a Single-Trip GeauxPass is EASY!

1. Go online to www.geauxpass.com and select Single-Trip Geauxpass.
2. Pre-pay at one of the payment kiosk locations on the map below (debit/credit cards only except for customer service location).
3. You can also go to the customer service center located on Highway 3235.



Typical Kiosk

LA1 Project Status

Phases 1B & 1C

(Bayou Lafourche Approaches and High Level Crossing)

- Construction Contract Awarded to the Massman/Traylor Joint Venture
- Started construction in May, 2006
- Contract required completion and open to traffic by December 1, 2009
- Phase 1B and 1C opened to traffic on July 6, 2009
- Contractor earned \$1.6 million incentive for early completion
- Tolling began on July 27, 2009 but was suspended due to technical difficulties. Tolling was restarted on August 3rd.
- Removal of existing bridge will be completed in February 2010

Phase 1A (Elevated Roadway to Port Fourchon)

- Bridge is 6 miles long two lane with full shoulders
- From South Connector to Junction LA 1 and LA 3090
- Constructed using “end-on” method to minimize disturbance to the environment
- Construction Contract Awarded to James Construction Group
- Construction contract signed on February 9, 2007
- Phase 1A - 49% Complete and 63% Time Elapsed
- Completion and open to traffic estimated to be in fall of 2011

Phase 1D (Toll Facility, Lighting and ITS Systems)

- Open Road Tolling System
- Contract for Customer Service Center Building, Lighting , Toll Electrical System Awarded to E.P. Breaux Electrical
- Open Road Tolling System vendor is ETCC
- Customer Service Center is located in Golden Meadow
- Temporary Customer Service Center opened on June 1, 2009.
- Permanent Customer Service Center opened in August 2009
- Self Service Kiosks were deployed in December 2009
- Intelligent Transportation System (ITS) message boards and cameras are scheduled to be completed in early 2010

Source of Funding – Phase 1

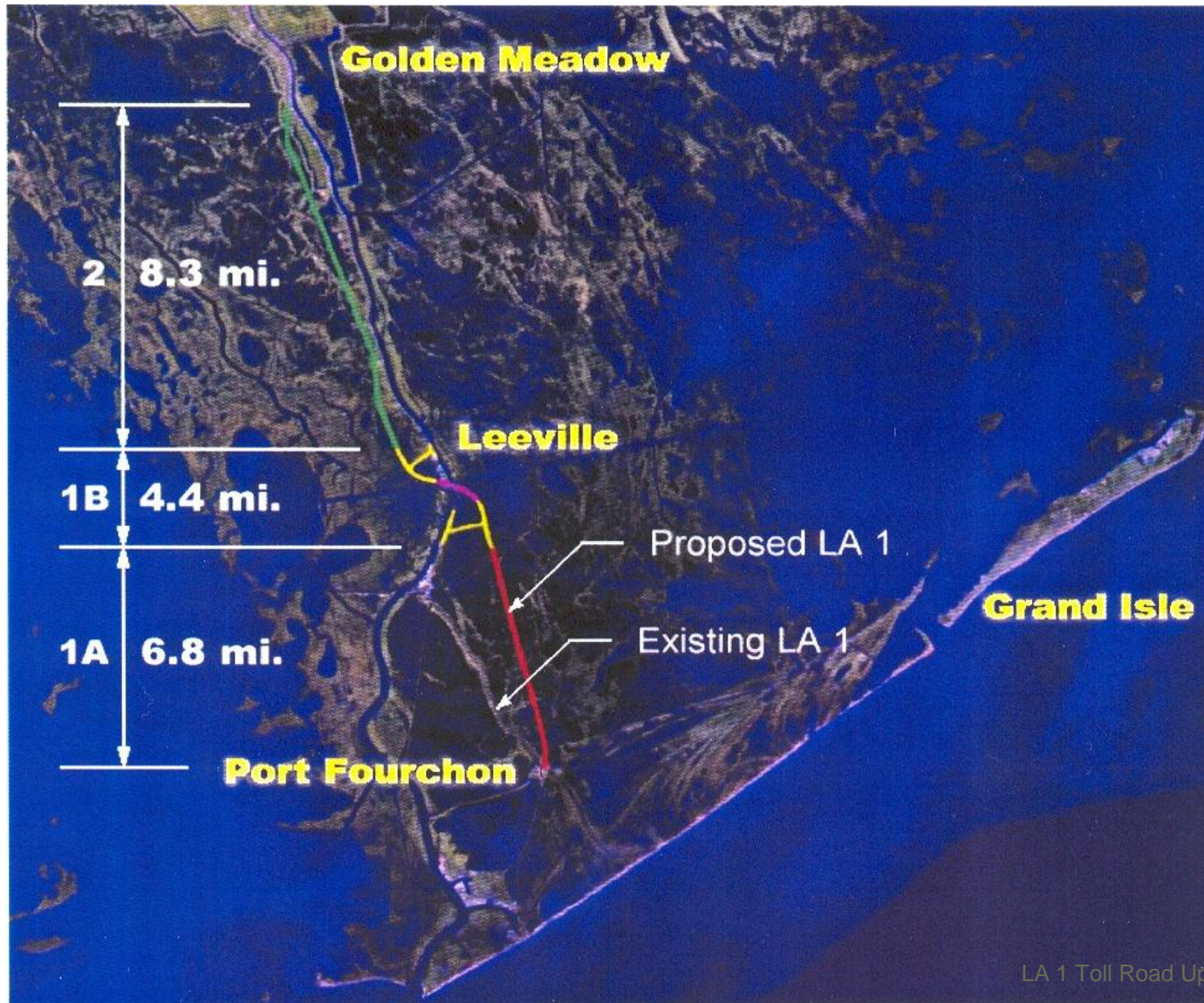
SOURCE OF FUNDS	Amount
Bonds / TIFIA Loan	\$ 136,400,000
Federal Earmarks	\$ 81,598,000
Federal Formula Funds	\$ 40,675,000
State TTF	\$ 12,951,000
State General Fund Surplus	\$ 63,000,000
NOAA Grant	\$ 1,700,000
Local Funds	\$ 273,000
State GO Bonds	\$ 60,000
CIAP Funds	\$ 35,000,000
TOTAL	\$ 371,657,000

Port Fourchon contributed \$3.5 million for dredging and mitigation (not included in total)

Project Cost – Phase 1

Engineering, R/W and Utilities	\$43,378,000
Phase 1A (South Connector to LA 3090))	153,253,000
Phase 1B (North and South Connector)	142,441,000
Phase 1C (High Level Crossing over Bayou)	23,200,000
Phase 1D (Open Road Tolling System)	9,385,000
PROJECT TOTAL COST	\$371,657,000

LA 1 Toll Road Phase 2



LA 1 Toll Road Phase 2 Funding

- Secured Funding
 - \$2 million - State General Fund Surplus (FY07)
 - \$1 million - FHWA annual appropriation bill (2009)
 - \$1.2 million - Lafourche Parish grant (2009)
 - \$500,000 - OCS revenue sharing (2009)
 - \$50,000 – Greater Lafourche Port Commission grant (2009)
- Pledged Funding
 - \$1.2 million - Lafourche Parish grant (2010)
 - \$1 million – Lafourche Parish Grant (2011)
 - \$974,000 – FHWA annual appropriation bill (2010)
 - \$50,000 – Greater Lafourche Port Commission Grant (2010)
 - OCS Revenue Sharing Funding application has been submitted

LA 1 Toll Road Phase 2 Funding

- Possible sources for \$300+ million for Construction
 - Stimulus Program Funds
 - Federal Highway Bill Funding
 - OCS Royalty Sharing Funds
- The LA 1 Coalition, an organization which seeks improved highway infrastructure along the LA 1 Corridor has partnered with USDOT, USDHS, USDOE, and the US Minerals Management Service to document the importance of LA 1 & to seek support for federal funding of LA 1 improvements.

Tolling and Bonds

Overview of Bonds

- \$164,246,141 in Bonds and Bond Anticipation Notes were sold in May of 2005
 - \$95,006,125 in Senior Lien Toll Revenue Bonds
 - \$78,350,000 in current interest bonds
 - \$16,313,286 in capital appreciation bonds
 - \$69,240,016 in bond anticipation notes (BANS)
 - \$66,000,000 TIFIA Loan was activated in August of 2009 to pay off the BANS

Overview of Bonds

- Senior Lien Bonds

- The first semi-annual debt service payment on the senior lien bonds will be due on June 1, 2010 in the amount of \$1,691,088
- The payments will be every June 1st and December 1st according to the debt service schedule.
- The last payment will be on June 1, 2030, unless excess revenues pay off the debt ahead of time

- TIFIA Loan

- The first semi-annual debt service payment on the TIFIA loan is due on 12/1/2013 in the amount of \$1,851,400.
- TIFIA loan payments are every June 1st and December 1st according to the debt service schedule.
- The last payment on the TIFIA loan will be on December 1, 2040.

Toll Revenue Coverage on Debt Service

- Tolls and Interest earnings in each Fiscal Year must equal to at least (i) 120% of the Debt Service due on the Senior Lien Bonds and (ii) 110% of the Debt Service due on all Bonds.
- By April 1st of each year, the Authority shall prepare and submit to the Trustee a report as to whether Revenues for the current Fiscal Year and for the immediately succeeding Fiscal Year will be sufficient to comply with the coverage requirements
- If the rate covenant is not met, the Authority shall engage a Toll Road Consultant to conduct a study and, within 60 days of such engagement, deliver a written report to the Authority and the Trustee containing the results of such study and the recommendations of the Toll Road Consultant as to the actions required in order to provide sufficient Revenues in each subsequent Fiscal Year to comply with the rate covenant
- The Authority shall take the actions recommended by the Toll Road Consultant in such report no later than 60 days after the receipt of such report.

DED/ LTA / DOTD / DOA Agreement

- Cooperative Endeavor Agreement dated May 1, 2005 between the Department of Economic Development, the Louisiana Transportation Authority, the DOTD and the Division of Administration.
- CEA is part of the Bond Documents
- CEA requires DED to request funding from the Legislature if there is insufficient toll revenue to meet debt service (up to \$18 million per year)
- If toll revenue falls short of debt service requirement and some of the \$18 million debt service reserve fund is used, the LTA notifies the DED to make a request to the Legislature for funding to fill up the debt service reserve fund in the succeeding year

Toll Schedule









Toll Schedule for Phase I LA 1 Improvements

Vehicle Class	Total Toll per Vehicle				
	2008	2013	2018	2023	2028
2-axle/4-tire vehicles					
Transponder/resident toll ^(A)	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50
Transponder/commuter toll ^(B)	1.50	1.80	2.25	2.70	3.00
Cash toll	2.50	3.00	3.75	4.50	5.00
2-axle/6-tire vehicles	3.75	4.50	5.50	6.50	7.50
3-axle vehicles					
2-axle/4-tire with 1-axle trailer	3.75	4.50	5.50	6.50	7.50
Trucks and buses	5.00	6.25	7.50	8.75	10.00
4-axle vehicles					
2-axle/4-tire with 2-axle trailer	5.00	6.25	7.50	8.75	10.00
Trucks	7.50	9.25	11.25	13.00	15.00
5-axle vehicles	10.00	12.50	15.00	17.50	20.00
6+ axle vehicles (maximum toll)	12.00	15.00	18.00	21.00	24.00

(A) For Lafourche Parish and Jefferson Parish residents whose permanent residence is south of the Leeville bridge.

(B) Based on Lake Pontchartrain Causeway frequency-discount program: 60-day period within which the motorist of a two-axle/four-tire vehicle must make 20 southbound trips through the toll plaza for the discount to be fully effective.

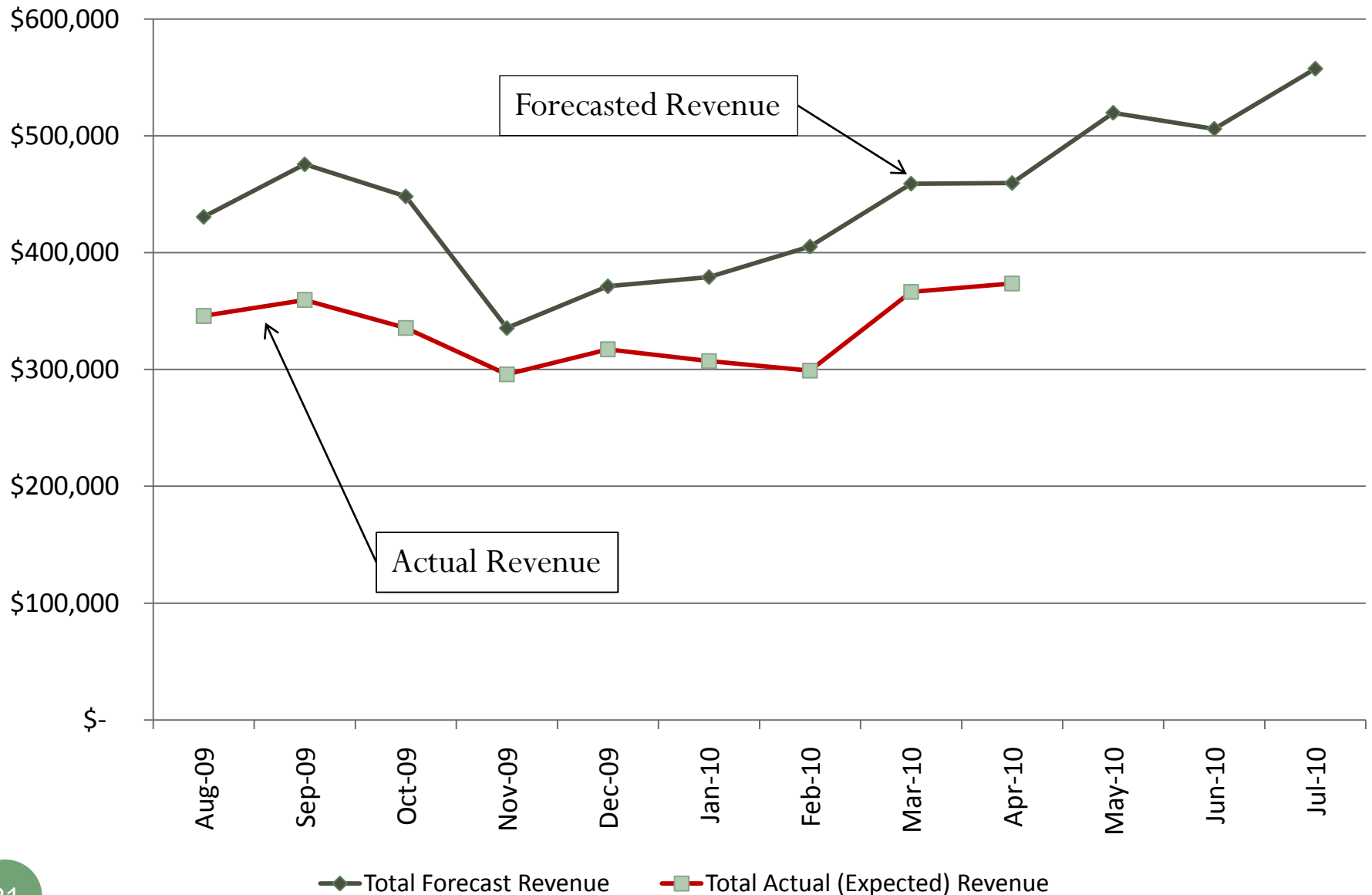
LA 1 Toll Schedule

Vehicle Class								
	2-axle	2-axle	3-axle	3-axle	4-axle	4-axle	5-axle	6-axle
		2-axle/6-tire "Dually" 	2-axle/4-tire or 2-axle/6-tire with 1-axle trailer 	Trucks and Buses 	2-axle/4-tire or 2-axle/6-tire with 2-axle trailer 	Trucks 		
Total Toll** per Vehicle	\$2.50*	\$3.75	\$3.75	\$5.00	\$5.00	\$7.50	\$10.00	\$12.00

*\$0.50 for Grand Isle and Port Fourchon residents; \$1.50 for non-resident commuters - GeauxPass only

**Toll rates subject to change.

Monthly Toll Revenue



Status of Toll Collections

- Toll collections have ranged between 75% and 88% of forecast for August through April
- If toll collections continue to average 80% of forecast, the debt service coverage requirements will be met and there will be no need to adjust the rate schedule
- First toll revenue report to the Trustee is due in April of 2011 to allow for a full calendar year of tolling.

Port Fourchon

The Gulf's Energy Connection

Lafourche Corridor: An Area of National and Statewide Significance

- The Lafourche Corridor is one of only two places on the entire coast of LA that provides road access to the Gulf
- LA1 is dividing line between the Nation's two most productive estuaries and is only road access to Port Fourchon and Grand Isle
- There is no single place more significant to the Nation's energy supply than the Lafourche Corridor
 - The US Minerals Management Service (MMS) calls this corridor "Vital"
 - LA1 was established as a High Priority Corridor by Congress, the only one for energy purposes
- Commercial Fisheries / Ports
 - Ranked in the top ten commercial seafood landings in the United States

Port Fourchon is the Nation's Energy Connection

- Gulf of Mexico (GOM) provides U.S. with 33% of its domestic oil supply
- 70% of all gulf oil now comes from deepwater
- MMS estimates deepwater has a reserve of 71 billion barrels (bb) of which 56 bb remains to be discovered:
 - MMS predicts that 5.7 bb of deepwater oil will be produced through 2013
 - This approximates 0.569 bb of oil produced per year
 - The balance of estimated reserves after 2013 is equal to 45.5 bb of oil equivalents
 - After 2013, it would take another 44 years for oil and oil equivalents to deplete the resources available in the GOM
 - Reserves are expected to be available in the GOM through 2057
- **Port Fourchon currently services over 90% of the Gulf of Mexico deepwater oil production.**
- **In addition to its huge domestic hydrocarbon significance, Port Fourchon is land base for LOOP which handles 13-15% of nation's foreign oil and is connected to 50% of U.S. refining capacity.**
- **Port Fourchon plays a strategic role in furnishing this country with 15-18% of its entire oil supply**

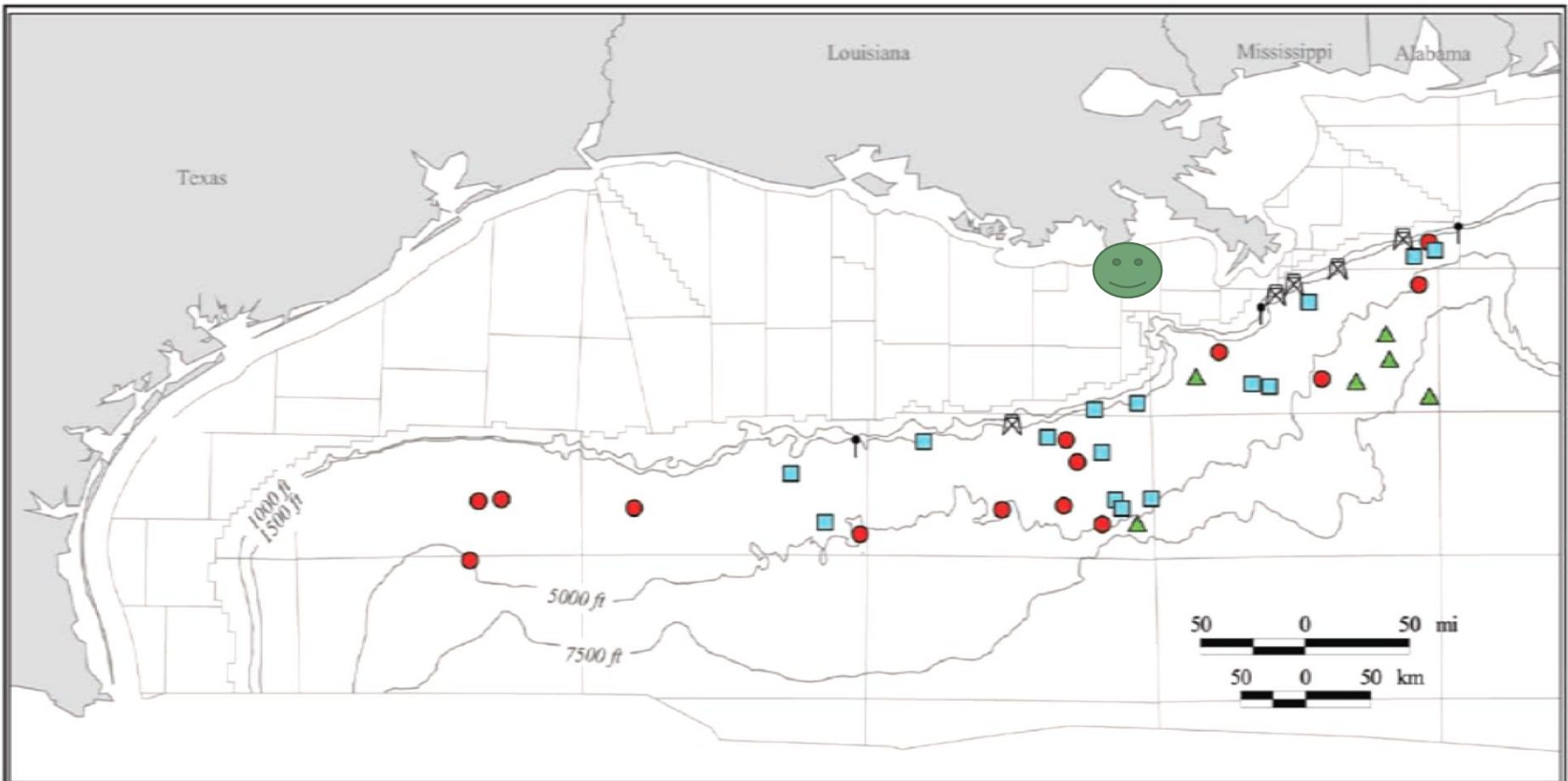
An aerial photograph of an offshore oil rig in the middle of a deep blue ocean under a blue sky with scattered white clouds. The rig is a large, complex structure with yellow legs and a white upper section, featuring several cranes. A red support vessel is positioned to the left of the rig.

Deep Water

Where the Energy Is

Existing Deepwater Structures

90% serviced by Port Fourchon



Existing Deepwater Structures and Structure Type

- | | | |
|------------------------|-------------------|-------------------|
| ● Spar Platform | ▲ Semisubmersible | ⋈ Compliant Tower |
| ■ Tension-Leg Platform | ⊠ Fixed Platform | |

Deepwater Discoveries in 2008

(As of December 1)

Area and Block	Prospect Name	Operator	Water Depth (Ft)
Lloyd Ridge 370	Diamond	Murphy	9,975
Walker Ridge 848	Hal	Statoil/ExxonMobil	7,657
Desoto Canyon 353	Vicksburg	Shell	7,457
Walker Ridge 627	Julia	Exxon/Mobil	6,562
Mississippi Canyon 561	Tortuga	Noble Energy	6,302
Mississippi Canyon 948	Freedom	BP/Noble Energy	6,150
Desoto Canyon 48	Dalmatian	Murphy	5,876
Mississippi Canyon 771	Kodiak	BP	4,986
Green Canyon 448	NA	LLOG	3,266
Mississippi Canyon 800	Gladden	Newfield	3,116
Mississippi Canyon 503	NA	LLOG	3,099
Garden Banks 462	Geauxpher	Mariner	2,820
Mississippi Canyon 754	Anduin West	Newfield	2,696
Mississippi Canyon 72	NA	LLOG	2,013
Viosca Knoll 821	NA	Walter Oil & Gas	1,030
Green Canyon 141	NA	LLOG	1,003

Gulf of Mexico OCS Deepwater Discoveries in 2009 (As of November 12)

Area and Block	Prospect Name	Operator	Water Depth (Ft)
Keathley Canyon 872	Buckskin	Chevron	6,920
Mississippi Canyon 519	Santa Cruz	Noble Energy	6,515
Walker Ridge 52	Shenandoah	Anadarko	5,750
Green Canyon 859	Heidelberg	Anadarko	5,000
Keathley Canyon 102	Tiber	BP	4,132
Mississippi Canyon 984	Vito	Shell	4,038
Green Canyon 490	Wide Berth	Mariner	3,700
Green Canyon 432	Samurai	Anadarko	3,400
Garden Banks 605	Winter	Newfield	3,400
Garden Banks 463	Bushwood I	Mariner	2,700
Garden Banks 293	Pyrenees	Newfield	2,100
Ewing Banks 998	NA	Walter Oil & Gas	1,000

Future Port Development

Permits for a new 7,000 ft. slip are expected to be in hand this month.



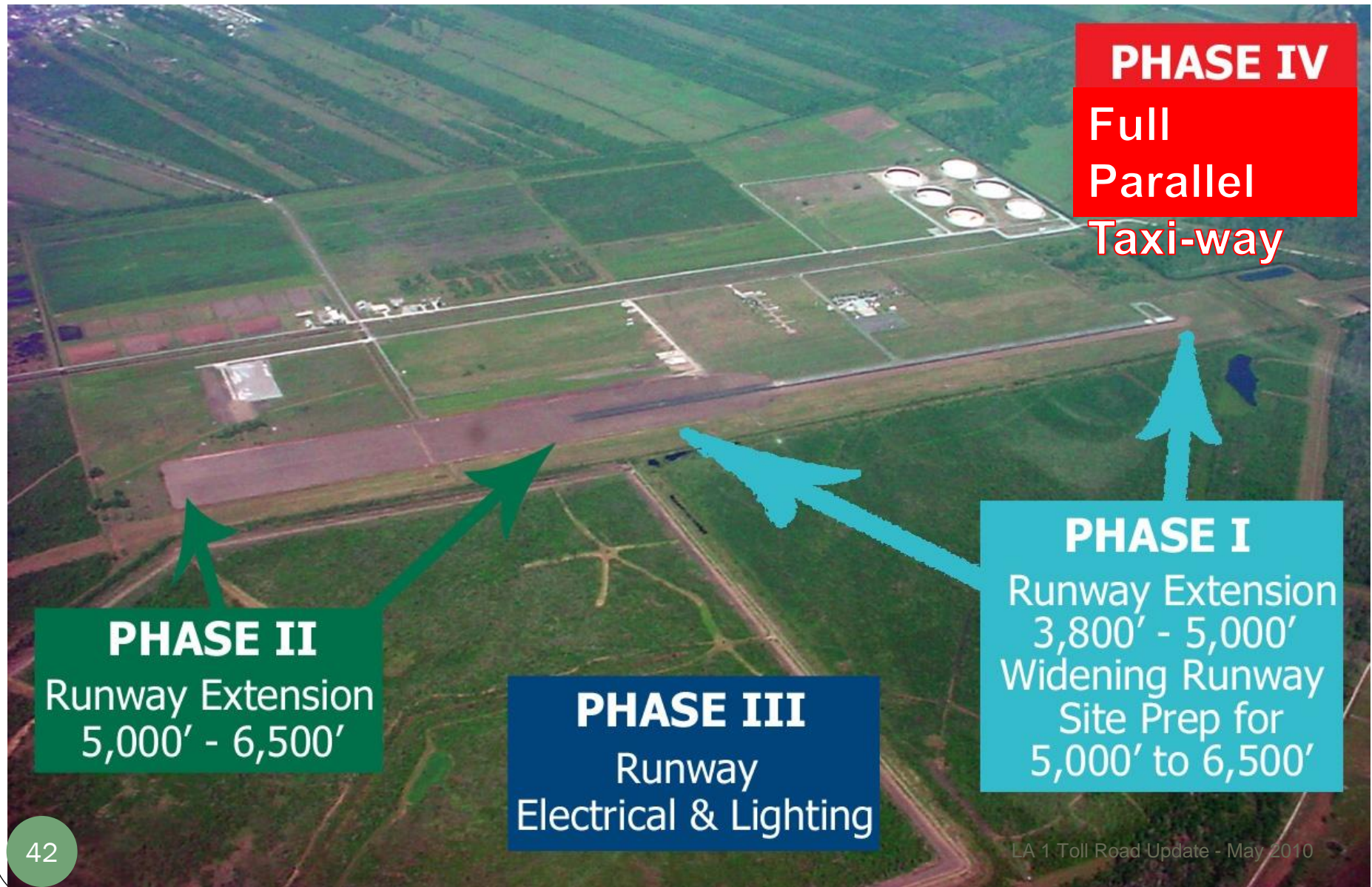
New Slip Development

Infrastructure at Port Fourchon

- Nearly 250 companies operate and/or utilize Port Fourchon
- Approximately 15,000 people per month are flown to offshore locations supported by Port Fourchon
- 270 large supply vessels transverse the port's channels each day
- Over 1,200 trucks per day travel in and out of Port Fourchon.
- 2006 Port Fourchon Regional Economic Impacts at oil selling at \$60/barrel.
 - \$1.5 Billion in Business Sales
 - \$350 Million Household Earnings
 - 8,169 Jobs
 - \$12 Million Sales Tax

\$12 million expansion of Leonard Miller Airport

Continues to support offshore businesses & ecotourism development at Port Fourchon and Grand Isle



PHASE IV

Full
Parallel
Taxi-way

PHASE I

Runway Extension
3,800' - 5,000'
Widening Runway
Site Prep for
5,000' to 6,500'

PHASE III

Runway
Electrical & Lighting

PHASE II

Runway Extension
5,000' - 6,500'

LA 1 Toll Road Contact Information

<http://www.geauxpass.com/>

Call

Toll free at 1-866-662-8987

Visit one of our Customer Service Centers (CSC):

Golden Meadow - 1821 South Alex Plaisance Blvd.
(Hwy. 3235)

New Orleans - 2001 Mardi Gras Blvd.

E-mail

customerservice@geauxpass.com

Questions